

**APPENDIX C**

**GUIDELINES FOR ROUTE JURISDICTION**

# APPENDIX C JURISDICTIONAL TRANSFERS

## C.1 GUIDELINES FOR ROUTE JURISDICTIONAL DESIGNATION

Many issues and factors must be considered when determining potential jurisdictional changes. These include historical practices, type of trips served (purpose and length), traffic volumes, access controls, functional classification, legal requirements, and funding and maintenance issues. The following guidelines were developed to provide a basis to review the routes in the Mankato area for potential jurisdictional transfers. These guidelines will not determine if the jurisdictional transfers are feasible or politically acceptable, nor do they establish a timeframe under which transfers may occur. Instead, the guidelines define a common-sense approach for arriving at logical jurisdictional designations. Once there is agreement on how the jurisdictional designations should be established, an ongoing jurisdictional transfer process will need to be developed. This process should address issues such as the financial implications for construction and maintenance of the facility, operational implications (perceived level of service, ability to maintain), perceived fairness in the distribution of route responsibilities and timing of transfer.

It is not anticipated that all guidelines must be met in order for a jurisdictional designation to be recommended. However, the more criteria a route meets, the stronger the case for recommending the route designation.

### State Jurisdiction

Normally, state jurisdiction is focused on routes that can be characterized as follows:

- They are classified as either a principal arterial or minor arterial.
- They are typically longer routes that provide for statewide and interstate travel, serving longer regional trips that connect larger population and business centers.
- They are spaced at intervals that are consistent with population density, such that all developed areas of the state are within reasonable distance of an arterial. (As a guide, rural arterial routes are considered to “serve” a community if it is within 10 miles or 20 minutes travel time on a minor arterial).
- They typically have higher design features (such as properly spaced access points) that are intended to promote higher travel speeds. They also accommodate more truck movements.
- They typically carry the major portion of trips entering and leaving urban areas, as well as the majority of trips bypassing central cities.

## **County Jurisdiction**

Typically, county jurisdiction is focused on routes that can be characterized as follows:

### *Rural Areas*

- They are functionally classified as a minor arterial, major collectors or minor collectors.
- They provide essential connections and links not served by the principal and other minor arterial routes. They serve adjacent larger towns that are not directly served by principal and minor arterial routes, and they provide service to major traffic generators that have intra-county importance.
- They are spaced at intervals that are consistent with population density so as to provide reasonable access to arterial or collector routes in developed areas.
- They may provide links between local traffic generators and outlying rural areas.

### *Within Urban Boundaries*

- They are classified as either principal arterial or minor arterial routes.
- They carry higher traffic volumes or they provide access to major regional traffic generators (shopping centers, education centers, major industrial complexes).
- They provide connections and continuity to major rural collector routes accessing the urban area and they provide continuity within the urban area, but do not divide homogeneous neighborhoods.
- They emphasize higher mobility features than other local minor arterial routes (i.e., some form of access management or access control).

## **Local Jurisdiction**

Arterial routes, within the urban area, should be considered for city jurisdiction if they can be characterized as follows:

- They are short segments (less than 3 miles) with a moderate volume of traffic (6,000 to 12,000 ADT).
- They have higher local land access needs and close intersection spacing (promotion of local land access over mobility).
- They have close spacing with other arterial routes and shorter trip lengths such as found in Central Business District (CBD) areas.

- They exhibit a lack of continuity between outlying rural areas (connection to rural area and outlying communities) and the urban arterial streets. Routes would tend to have shorter trip lengths.
- They serve small geographic travelsheds.
- They provide on-street parking or other amenities that discourage the use of the route as a regional route (promotion of local access and adjacent land use activities at the street edge).

Collectors and local streets that provide property access and local traffic circulation are normally under local jurisdiction (city). These streets typically constitute 65 to 80 percent of the entire urban system mileage and can be characterized as follows:

- They are shorter in length (less than 1.5 miles) and carry low to medium volumes of traffic (typically less than 8,000 ADT).
- They provide land access and traffic circulation to residential neighborhoods, and to commercial and industrial areas (high access low mobility functions).
- They may divide homogeneous residential neighborhoods to distribute trips to arterial street system or their final trip destination.